FALMOUTH PUBLIC
LIBRARY, MA

WILLIAM PENN

2013.076.11

START

Maritime Records. Papers of ship
William Penn. ca. 1833-1845.
SHIP'S LOG 2013.076.11

201825-88 Falmouth Public Library, MA

INSTRUCTIONS TO MASTER OF SHIP "WM PENN"
JOHN C. LINCOLN, MASTER
(JOHN C. LINCOLN BUILT HOUSE NEAR GREEN
NOW OCCUPIED BY MR & MRS E.A. STERLING)

THE REV HENRY LINCOLN, PASTOR OF CONG. CHURCH

WAS HIS FATHER

201825-38 0

D #268- #1

A

Ship William Penn & Own's To Christopher E. Dyer

1841

9 mo 20	For 264 Bbls 13 Gall ground tier Casks	@ 10/6	462.74	
"	305 Bbls 23½ galls ~~gro~~ Sap Drawn	@ 9/–	458.63	
"	526 Bbls 7 galls Sap Casks	@ 9/–	789.34	
"	63 Bbls 22½ galls Sap Drawn	@ 9/	95.61	
"	508 Bbls 5 galls Shooks	@ 6/–	508.17	
	340 Bunches Flaggs	4½¢	15.30	
	399 galls Empty Bbls	3¢	11.97	
	1 Tin Pump		3.75	
15 ~~15~~	5 Tons Hoops	98	490.00	
21	670 ft Hard pine Heading	@ 30#	18.21	
	Square Giffords Bill Trucking		12.85	2866.56
	Cr			
	By discount on hoops		9.43	
	Bal		2857.13	2866.56
	Dr Cash pd. Marshall J. Clarke			6.00
				2872.56

New Bedford 10 Mo 25/41 Recd Payment of C. Goodspeed Agent

Christopher E. Dyer

2857 13
6
2863 13

1859 Oct 25th $8,172.34 or $5,995.26

Chas E. Dyers Bill
vs
Ship Wm Pennsbury
$ ~~28[illegible]~~

No. 55

$2863.13

D#268-#2

Barnstable Dec 22d 1841.

Sir

Please Pay to R. S. Woods or order the amount of Monies in your hands due and coming to Me for My Share of Sales of Oil of the Ship William Penn Cargo.

& Oblidge Yrs &c

C. Bacon

To Obed Goodspeed Esqr

Agent for owners Ship Wm Penn.

Falmouth Dec. 24. 1841.
from Mr. Obed Goodspeed
Agt by virtue of this order
Five hundred and twenty
five & 56/100ths Dollars
for Ebenr Bacon Esq.
525.56/100 Dolls Richd. S. Wood.

Receipts for money paid to the estate of Noah Davis, deceased, as his share as part owner of the Ship "WILLIAM PENN" from a whaling voyage to the Pacific Ocean Oct.1836 to May 1841, Capt.Russell S. Bodfish.

D#268-#4

Recd, Falmouth Nov 8th, 1841, of Obed Goodspeed Agt Pr Ship Wm Penn the sum of Four hundred & seventy dollars on account Pr Heirs to the Estate of Noah Davis deceased ——————

{$470,}

John Hatch Jr. {Admr ~~Exr~~

D#268-#3

Recd, Falmouth Decr 22d, 1841, of Obed Goodspeed Agt Pr Ship Wm Penn the sum of Two hundred & fifty dollars on account Pr Est of Noah Davis —

$250,

John Hatch Jr. }Admr

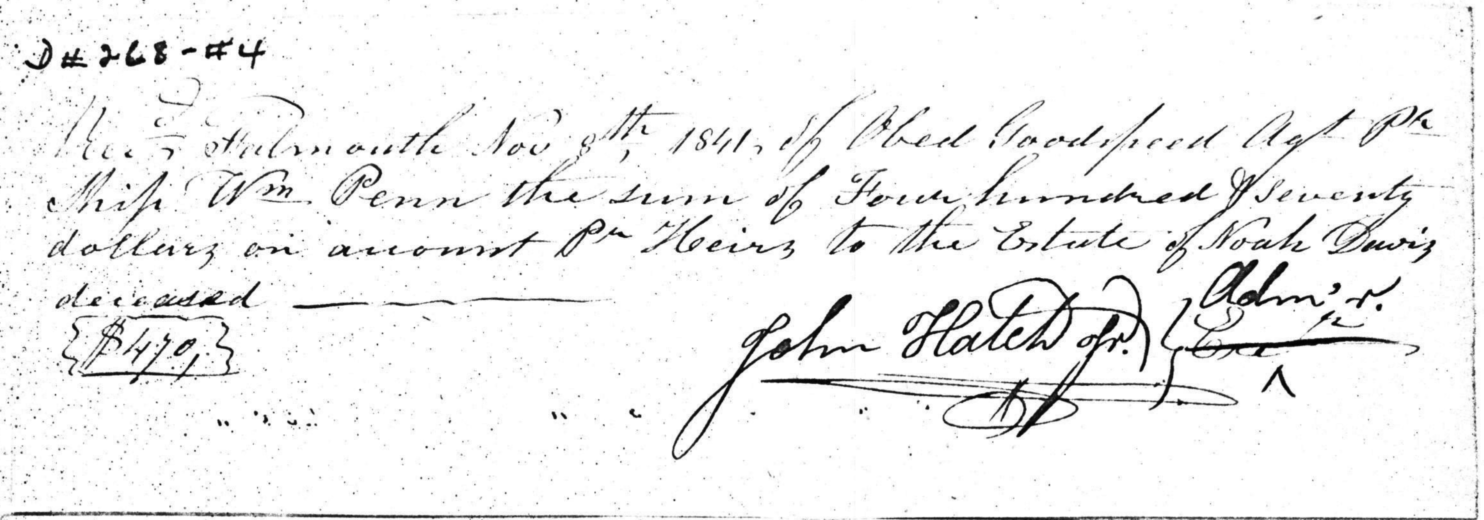
D#268-#5

Recd, Falmouth Jany 22d 1842. of Obed Goodspeed Agt Pr Ship Wm Penn the balance due the estate of Noah Davis the 13th Inst as appears by book

$48.07,

John Hatch Jr. }Admr

Receipts for money paid to the estate of Noah Davis, deceased, as his share as part owner of the Ship "WILLIAM PENN" from a whaling voyage to the Pacific Ocean Oct.1836 to May 1841, Capt.Russell S. Bodfish.

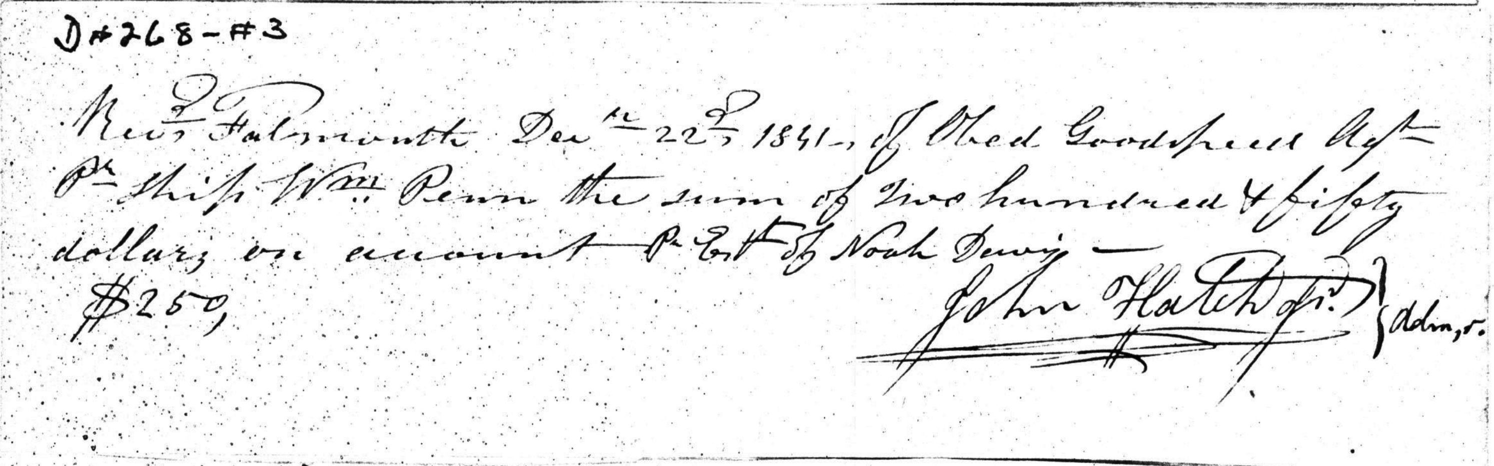


D#268-#4

Rec'd Falmouth Nov 8th 1841, of Obed Goodspeed Agt Pr Ship Wm Penn the sum of Four hundred & Seventy dollars on account Pr Heirs to the Estate of Noah Davis deceased ———

$470,

John Hatch Jr. } Adm'r ~~Exr~~

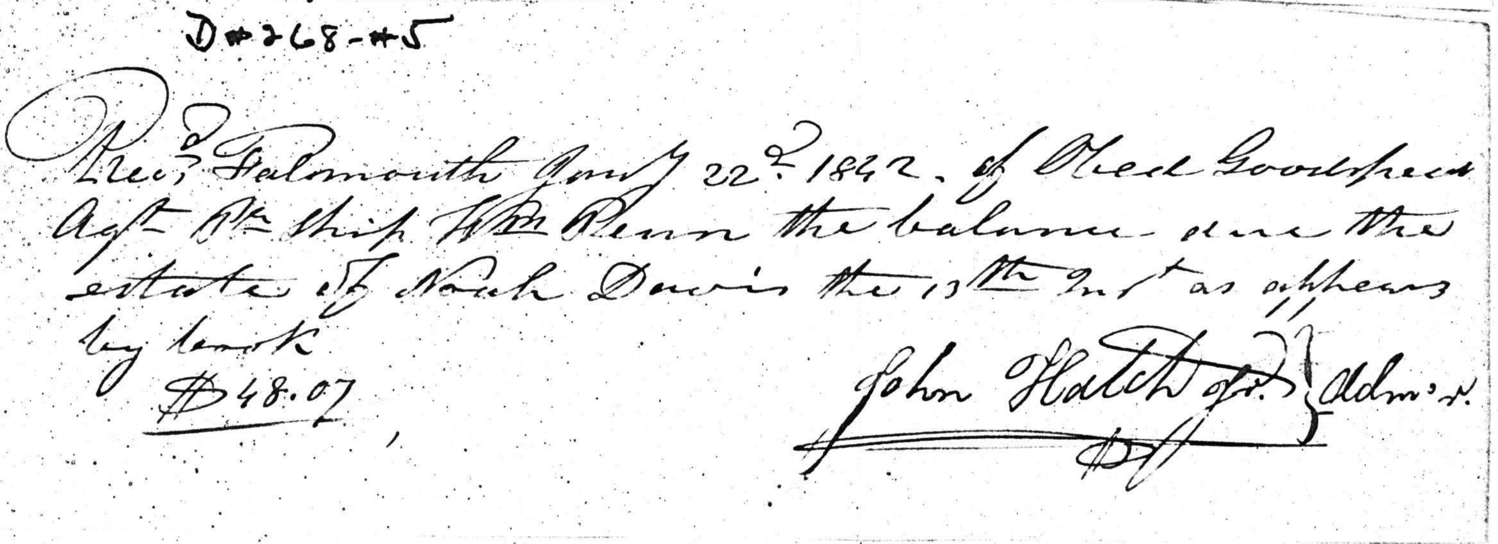


D#268-#3

Rec'd Falmouth Decr 22d 1841, of Obed Goodspeed Agt Pr Ship Wm Penn the sum of two hundred & fifty dollars on account Pr Est of Noah Davis —

$250,

John Hatch Jr. } Adm'r



D#268-#5

Rec'd Falmouth Jany 22d 1842, of Obed Goodspeed Agt Pr Ship Wm Penn the balance due the estate of Noah Davis the 13th Inst as appears by book

$48.07

John Hatch Jr. } Adm'r

CAPT. CHARLES A. DAVIS
47 Katy Hatch Road
FALMOUTH, MASS. 02540

Obed Goodspeed

D#208 - #6

We have sold and transfered all our right and interest in the Ship — "William Penn of Falmouth from the time she sailed on her last voyge. Therefore the nett proceeds and ballance due may be settled by you. with Ward M Parker Esqr Exr to the will of Shubal Laurence Deceased.— As he Shubal Laurence was the purchaser thereof both Ship and Cargo. before he died

Falmouth Oct 13th 1841

Isiah Crowell
Daniel Thing
By there agent Joseph Swift

D#268-#7 Abstract account Pr ship Wm Penn at the

Names of crew	Remarks	Lays	Before Sailing Dr Notes $		Before Sailing Dr Amounts $		On voy $
J. C. Lincoln	Left at Rio —	1/17					
P. Swain	Paid	1/29					
J. L. Eldridge	Left 16 Ms out	1/45					
W. P. Howe	Paid	1/65					18
S. Tobey		1/85			25	78	90
Rufus Butler	Pd & interest	1/60					11
Arnold Peck	$150,81 interest collected	1/85	129	39			12
Calvin Lumbart		1/100			26	72	59
Joseph A. Ray	Pd & interest	1/145					9
Wm G. Hatch	Pd & interest	1/150					8
Wm A. Bourne	Paid & interest	1/150					7
Noah Woodward	Do N-Shk interest	1/150					9
Albert Woodward	Do " Do	1/150					11
Luther Wright	Recd Pay by note	1/150			42	96	11
Denis O. Neill	Paid	1/150					12
Joshua Pocknet		1/160			20	37	66
John Nye	Pd N-Shk & interest	1/175			7	70	4
Alexr Williams		1/140	52	51			2
Benjamin Nye		1/175			91	36	15
Israel Eliot		1/145	173	66			8
John M. Pinkham	Pd left the ship Nov 6th 1833 10 Ms out	1/150			2	50	9
Leonard French		1/200			8	75	5

close of her first voyage May 10th 1836 —

the age Ds	Difference of exchange Ds	Discharging Ship Ds	Sum total due from the crew	Amount of voyage due the crew	Balance due the crew	Balance due the Ship	Balance due the crew corrected	Balance due the Ship corrected
	$	$	$	$	$	$	$	$
75	2 43	4 30	25 48	107 20	81 72		88	
82	1 35	3 22	121 17	81 97		39 20		
55	30	4 30	16 15	116 13	99 98		107 46	
"	47	3 22	145 08	81 97		63 11	88 08 repaid	
04	1 46	3 22	90 44	69 68	121 17	20 76		
99	96	2 15	13 10	48 05	34 95		37 56	
92	84	2 15	11 91	46 45	34 54		37 12	
70		2 15	9 85	46 45	36 60		39 28	
74	96	2 15	12 85	46 45	33 60		36 11	
55	1 13	2 15	14 83	46 45	31 62		34 "	
77	76	2 15	57 64	46 45		11 19		12 33
48	96	2 15	15 59	46 45	30 86		33 33	
35	1 06	2 15	89 93	43 55		46 38		
37	61	2 15	14 83	39 81	24 98		26 84	
12	31	2 15	57 09	49 77		7 33		
86	99	2 15	110 36	39 81		70 55		
43	74	2 15	184 98	48 05		136 93		
67	67	1 37	14 21	29 56	15 35		16 50	
45	40	2 15	16 75	34 84	18 09			

15) 762 (50
75
12

12) 182,926
32) 15244
17
167685
55.89

311885
1238
310647

310647
636
186388
93194
186388
1974614

360

606
3160

606
360

360

13
14
27

6360
19080

199.97

103731
102493
1238

2386
1238
1148

D#768-#7 Abstract amount Dr ship Wm Penn at the close of her first voyage May 10th 1836 —

Names of crew	Remarks	Lays	Before Sailing Notes Dr $	Before Sailing Amounts Dr $	On the voyage Dr $	Difference of exchange Dr $	Discharging Ship Dr $	Sum total due from the crew $	Amount of voyage due the crew $	Balance due the crew $	Balance due the ship $	Balance due the crew corrected $	Balance due the ship corrected $
J. C. Lincoln	Left at Rio —	1/17											
R. Swain	Paid	1/29											
J. L. Eldridge	Left 16 Mos out	1/45											
W. P. Howe	Pd Paid	1/65			18 75	2 43	4 30	25 48	107 20	81 72		88	
S. Tobey		1/85		25 78	90 82	1 35	3 22	121 17	81 97		39 20		
Rufus Butler	Pd & interest	1/60			11 55	30	4 30	16 15	116 13	99 98		107 46	
Arnold Peck	$150,81 9,01 interest collected	1/85	129 39		12 "	47	3 22	145 08	81 97		63 11	88 08 repaid	
Calvin Lumbart		1/100		26 72	59 04	1 46	3 22	90 44	69 68	21 17	20 76		
Joseph A. Ray	Pd & interest	1/145			9 99	96	2 15	13 10	48 05	34 95		37 56	
Wm G. Hatch	Pd & interest	1/150			8 92	84	2 15	11 91	46 45	34 54		37 12	
Wm A. Bourne	Paid & interest	1/150			7 70		2 15	9 85	46 45	36 60		39 28	
Noah Woodward	Do N. Stk interest	1/150			9 74	96	2 15	12 85	46 45	33 60		36 11	
Albert Woodward	Do " Do	1/150			11 55	1 13	2 15	14 83	46 45	31 62		34 "	
Luther Wright	Recd Pay by note	1/150		42 96	11 77	76	2 15	57 64	46 45		11 19		12 33
Denis O. Neill	Paid	1/150			12 48	96	2 15	15 59	46 45	30 86		33 33	
Joshua Pocknet		1/160		20 37	66 35	1 06	2 15	89 93	43 55		46 38		
John Nye	Pd N. Stk & interest	1/175		7 70	4 37	61	2 15	14 83	39 81	24 98		26 84	
Alexr Williams		1/140	52 51		2 12	31	2 15	57 09	49 77		7 33		
Benjamin Nye		1/175		91 36	15 88	99	2 15	110 36	39 81		70 55		
Israel Eliot	Pd	1/145	173 66		8 43	74	2 15	184 98	48 05		136 93		
John M. Tinkham	left the ship Nov 6th 1833 10 Mos out	1/150		2 50	9 67	67	1 37	14 21	29 56	15 35		16 50	
Leonard French		1/200		8 75	5 45	40	2 15	16 75	34 84	18 09			

D 268 - #8

Falmouth August 3th 1837

Dr

Referees on ac of Ship Wm Penn to D. Lewis

to - two Setings Dinners Horskeeping &c — $10=00

Received payment David Lewis

D#268.-#10

Ship Wm Penn & Owners Dr

To Jeremiah Peace

1841 Septr 1st	For 246 Bbls 19 Galls Ground Casks at 10/6	$430,00
	" 464 " 8 " Sap drawn Do " 9/0 -	696.36
	" 398 " 5 " Shooks " " 6/0 -	398.16
		$1524,52
	" Cash paid for Carting	5.
		1529 52

Contra Cr

1841. Octr 14th	By Cash in part of the Acct	$140.00
	Balance	1389.52
		1529 52

1841 Fairhaven
Octr 25th Recd the above balance —
Jeremiah Peace

1859 Octr 25th $3,966,15 or $2,890.20

Jeremiah Peace

$1389.52

No 56

D#~~275-#4~~
268-#11

Pocasset Apl 6th 1841

Obed Goodspeed Esqr

Dear Sir

I saw Mr Burgess (the mate of the ship "Robt Edwards") and he says that he has heard nothing from the "Wm Penn" since Sept last. I consequently was mistaken in what I heard him say of that ship

Respectfully Yours
Geo. W. Ellis

Pocasset Ms
April 7
C

Obed Goodspeed Esq
Falmouth

Amount of cargo P^{r} Ship W^{m} Penn returned Ap^{l} 3^{d} 1845

	Sp^{m} oil good	39.029 Gal^{s}	at 86¢	$33.564.94
	Do " mixed	335 "	" 45 "	150.75
sold on the voyage	Do " good	150 "	" 86 "	129.00
	Whale "	2789 "	" 30 "	836.70
	Do Bone	1360 lb "	" 31 "	421.60
				35.102.99

Freight on Bone & Killer oil to be adjusted hereafter

Cargo charges

	Wharfage	$53.89
	Testing by oilometer	18.00
	Gageing	20.14
Estimated	Filling coopering &c.	30.00
		122.03

$35.102.99
122.03
34.980.96
Add 18.50 Wreck &c
34.999.46
Deduct 8.00 Machine
34.991.46

True amount except as above

Harrison Goodspeed & others to be charged with 78 Gal^{s} Sperm oil from the cargo to be divided at 90¢ — $70.20

Harrison to be charged with 7½ Gal^{s} Whale oil from the cargo at 34 — 2.55

Recd. Falmouth June 30th. 1845 — of Obed Goodspeed Agt. Pr. Ship Wm. Penn for myself & Heirs of Wm. Eldred the sum of One thousand and seventyseven dollars & nintytwo cents on account of sale of cargo Pr. said ship and also the sale of the ship ———

$1077.92/

Samuel Eldred Jr

Falmouth 1st Mo 8th 1833

Instructions to the Master of the Ship William Penn.

Capt. John C. Lincoln }
Esteemed Friend — }

Thou art requested to proceed from this Port with the Ship Wm Penn under thy command to the Pacific Ocean or elsewhere as thou may think proper & endeavour to obtain a cargo of Sperm Oil and return with the Ship to this port. Should thou obtain oil on thy outward passage thou art at liberty to touch at some port or place and Ship it to us at this place, Prince & Benj= Gardner at Nantucket, Silvanus G. Nye New Bedford, Mearns & Clark Boston or to Fish & Grinnell New York subject to our order.

Thou will please endeavour to the utmost of thy power to prevent profane swearing & promote peace & harmony on board the ship, and see that there is a regular Log Book kept on board & in case any accident should occur protest at the first Port. Please write every opportunity and give all the information in thy power

Thou will deliver the articles if necessary out of the Slop chest to the Crew & charge them at the Lowest retail price & return the Book to us —

S. Dillingham & Co } Agents

66"15
26"52
92"67

Invoyce of articles put on Board to recruite the ship as charged in account to the Owners

	Cash to Capt Lincoln	—	$ 20"00
	About 8000 feet of Boards	—	102"00
473½	Yards of Shirting	@ 6¾¢	31"96
551¼	" of Callico	@ 12¢	66"15
165¾	" of furniture Callico	@ 16¢	26"52
1	Shawl	@ 10/6	1"75
1	Fancy Hankerchief	@ 3/	"50
			$ 254"88

---

2 Boxes - 12 pare of Ear jewels @ 2/ per pare — $ 4"00

Sold at Ro—

The above is sent as a small adventure by Reuben Dillingham which if disposed of thou will minute the proceeds separate from the ships concern —

Accounts
Ship Wm. Penn 1842-1844
1844

Book1 201823-38

Dr Ship Wm Penn in Acct

Dec 25	one Sheath knife 2/ Cash 1.00 bounty	1	33
Mar	3 boarding knives 6/ brass hinges & screws 3/	1	50
〃	14½ yds of bleached Sheeting for sheets @ 1/6	3	62
〃	1 peice of cotton for Boat sails — —	5	〃
Apr	Harbour fees & watering at Lahina	18	50
1842 &	5 bbls of Onions @ 250 = 15 turkeys 7 50 - -	20	〃
May	50 cabbages 2 50 = 2 brooms 25¢ = 9 Goats & 100 Mellons 10	12	75
	100 Pumkins 500 = 10 bbls yams 10.00	15	〃
	3 hogs 500 = 12 ducks 5.00 = 19 bbls Irish Potatoes @ 250	57	50
	21 bbls Sweet potatoes 1500 = 88 lbs beef @ 6¢ board & Wsh 9.50	29	78
	Cash lent the People & charged to them - -	27	50
	Cash lent & chargd to the boat-Steers - - -	17	〃
	Cash advanced & charged to 3 Kanackers	26	〃
	Cash paid for arresting 4 deserters - - - .	24	〃
	1 lamp filler 75 = 2 fowls 25 sheath knife 2/ bounty paid 5.00	6	33
	1 Mincing knife 300 = 12 yds cotton for Sig & Wifs 2.58	5	58
Nov 2	28 bbls Sweet potatoes = 28.00 = 18 do Irish @ 3.50 - - -	63	〃
	100 pumkins = 2 bbls onions = 100 cabbage heads - - -	21	〃
	14 Pigs = 17.75 Anchorage 10.00 = Light for boats 1.00	28	75
	Cash paid for arresting 4 deserters & charged to them	20	〃
	53 lbs beef @ 6¢ salt & brooms 3/ = Mellons 200 Water 650 Washing 2	14	18
	Black Smith bill 16.25 board bill 1400 one day added 1.00	31	25
	Consuls bill 24 50 = Cash advanced & chargd to 4 Natives 41.00	65	50
	Cash pd Gardner bal of acct 5.50 Eggs & fowls 1.25	6	75
	Cash pd to bal John Lewis's acct 29 42 do Harry Peases 24.35	53	77
	238 lbs of Beef @ 6¢ 14 28 Cash lent & chargd the People 38 50	52	78
	Cash lent & chargd to the boatsteerers - - -	22	〃
	do to Mr Lewis 500 to Mr Hatch 7.50 Smithwork 2	14	50
	Cash pd Dr Hawks for Henry C Hoyt - - -	5	〃
Jan 20 1843	9 Hogs a quantity of yams & tarrow.		
	10 casks water 7 boat loads wood amounting to	28	50
	2 socket chisels @ 4/ - - - - - -	1	33
	Over	699	70

Current with John C Lincoln Cr

May	By Cash received before Sailing	$ 100	..
42	2010 feet Lumber @ 7500 per M	150	75
	9 bbls of Flour @ $ 13.00	117	..
	1 tin dipper & one ladle 2 50 each	5	..
Nov 2	8 beef bbls @ 75 c = ½ bbl pitch 3.00 . . .	9	..
	Cash received of R C M Hoyt	60	..
	sold a lot of tools amounting to	14	25
	Cash rec'd amount of Gordens bill	99	89
	5 Galls of Oil @ 75 c	3	75
	Amount of E C Hoyts bill received		
	Over	559	64

Dr Ship Wm Penn in Acct

	Amount brot Over	$ 699	70
Apl 1843	Cash pd bill of Johnstone & Merrick - - -	18	..
	do of Water Queens Agent 6000 of Mr Abroy 1200	72	..
	do of Blackler & Hall 12425 of John Todd 18.00	142	25
	do of Waterman 1575 of Shaw & Grey 1900	34	75
	do of Joseph Smith 7.75 Consuls bill 2100	28	75
	do of Washington Hotell 3200 of Blackler & Hall 2100	53	..
	do of A Darling & Co 1818 = 179 lbs beef @ 6¢ . - - -	28	92
	9 casks of Potatoes @ 3.00 Pilotage & Hbr fees 2500	52	..
	labour of 4 Men 400 labour of 11 men 6 days @ 75¢	53	50
	1 Spy Glass 1200 = labour 15.75 = Assistant Cooper 13.50 br 4/6	42	..
	19 casks of yams @ 400 24 bunches bananas @ 25¢	82	..
	5 Men for Supplies 500 cash pd for labour 3375 Lds 312	41	87
	arrest of 1 man 200 Water 300 = 4 Men for Supplies 400	9	..
	for labour 18.50 = 2 boat loads wood 800 Orang & limes	38	50
	4 men for supplies 400 = 2 days board 200 error above 3/	6	50
	Washing 475 = boat boys 1 week 200 : boat crew 2 meals 250	9	25
	Cash lent Mr Lewis 33.00 to Mr Hatch 900	42	..
	do to Mr Chadwick 1500 = to Ames 1900	34	..
	do to Lawrence 1350 = to Childs 1600 to Tollman 900	38	50
	do to Williams 1600 to Athow 837 to Jack 950	33	87
	do to Chs Irvin 1100 = to James Robinson 1325	24	25
	do to Noth White 600 = Coffin 13.00 Thomas 1350	32	50
	do to Jim Coffin 11.50 Arresting 3 Men 800 each	35	50
	Arrest of Jackson 200 = Cash adva Wm Duncan 60	62	..
	Cash adva Mr Hughes 1500 to Abbot 1300	28	..
	Cash adv Dr Whiteside 100 paid landing master 400	5	..
	Over	1747	61

with John C Lincoln Cr

		Amount brot Over		559	64
Mar & April 43	By	12 prs Kersey drawers	@ 7/6	15	"
		6 wool Shirts @ 2 50 = 6 prs trousers	@ 3 00	33	"
		9 gallons brandy @ 2 50 = 100 lbs Coffee	@ 18 ¢	40	50
		1 new Whale boat —		120	"
		2 bbls of Beef - - - -	@ 13 00	26	"
		200 lbs Bread - - - - -	@ 7 00	14	"
		13 pairs of Pumps - - - -	@ 1 50	19	50
		4 Monkey Jackets @ 7 00 2 Pea do	@ 8 00	44	"
		4 lbs twine 3.00 = 100 lbs whale teeth	@ 10 ¢	13	"
		draft in favour of Shaw & Gray - -		60	"
				944	64

Dr Ship Wm Penn in Acct

		$	
1843	Amt brot Over - - $	1747	61
Aug 16	To Anchorage 1100 Water 650 = 27 bbl I Potatoes @ 3.00	98	50
	21 bbls sweet potatoes 1200 = 100 cabbage 600 pumpkins 600	24	"
	3 do Onions 600 = bananas 200 Beans 500 pig 150	14	50
	1 doz ducks 600 = fruit 200 almanack 150 brooms 125	10	75
	65 lbs beef @ 6¢ Wood 1200 board on Shore 1200	28	"
	6 hats 150 fowls 1.00 for geting men 100 Washing 225	5	75
	Medicine 475 Certificate & Consuls bill 600	10	75
	advance paid 4 Kanackers 4000 = 2 do 1600	56	"
	advance pd 2 Men at Oahu 1000 - - - -	10	"
	955 lbs of Bread @ 6½¢ fry pan 125 pepper 150	64	82
	361 lbs rice @ 4½¢ Cash to bal Sacks acct 1400	30	24
	Cash lent Mr duncan 11.75 to Mr Hughs 8.00	19	75
	Cash lent Lawrence 700 = Ames 700 Childs 700	21	"
	Mr Chadwick 900 Mr Butler 3.00 = Doct 400	16	"
	Cash lent the People & chd to their several accts	41	50
Feb	at Hanahine Pilotage & harbour fees . . .	11	50
1844	4 bbls potatoes 800 ½ of a hog & 12 fowls 7.50	15	50
	½ bbl lime juice 150 fowls 150 pig 3/ Oranges 250 potatoes 400	10	"
	2 pigs 3.00 fowls 3/ = 4 bbls potatoes 800 = paint 300 Oranges 600	20	50
	10 boat loads of wood 40.00 18 Iron poles 150	41	50
	18 bbls Potatoes @ 200 Martingail 100 Washing 175	38	75
	Limes 1.00 boat boys 8.00 95 lbs fresh beef @ 7¢ board bill 400	19	65
	Cash lent Mr Duncan 1850 Mr Chadwick 8.50	27	"
	do to Lawrence 500 to Ames 500 to the Doctor 37.25	47	25
	do to Childs 500 to Tolman 450 to Place 9.25 to Steward 800	26	75
	do paid bal of M Jones acct 1270 = of W P Abbott 900	21	70
	do lent to 16 men & chd to their several accts	80	50
	do advanced James Hill 10.00 Benj Baker 7.50	17	50
	do do John Meek 800 lent Wm Cooper 2 00	10	00
	Over	2587	27

With John C Lincoln Cr

1843	Amt brot Over	944	64
Aug	By bills drawn in favour of Mr Peck	420	65
	26 Beef Bbls @ 1 00 - - - -	26	..
	19 do do @ 0 75 ¢ - - - -	14	25
Feb	By 1 old broad axe 200 120 lbs old Iron @ 7¢	10	40
	" 445 lbs old Iron @ 5¢ 220 lbs old rope @ 5¢	33	25
	" 180 pipes 250 an old boat 2000 2 pr Shoes 325 = 115 old Rope 5¢	31	50
	" 135 lbs old rope @ 1¢ = 120 lb old Iron 7¢ old grind Stone & crank	12	25
	" 76½ lbs tobacco @ 20¢ = 80 lbs @ 25¢ - - -	35	30
	" 17 bbls of casks @ 125 = 1 old grind Stone 5 00	26	25
	" 4½ bbls of coal @ 2.00 = 8 old dead eyes 150	10	50
	" 10 bbls of casks @ 125 = 1 red sheet 300 -	15	50
	" 3 bbls of Flour @ 1200 draft in fav Cap Middleton 25	61	..
July	" Sundry articles sold to Capt Lawrence amt	40	69
	" 9 Harpoons sold to Capt Munroe @ 80¢	7	20
	" 50 lbs white lead sold Barque Hector @ 12½	6	25
	Over	1695	63

Drs Ship Wm. Penn in acct

1844	Amt brot Over	2587	27
May	25 bbls of yams got at Island of Assention	74	75
	Sundry Articles as pr bill of Capt Potter	28	26
	do do as pr do of Capt Toby	41	28
	do do as pr do of Capt Lawrence	40	69
	12 calico Shirts in exchange for harpoons	7	20
Oct	156 lbs beef @ 6¢ = plates 75¢ Nails & Pepper 2.30	12	41
1844	Water bill 7.50 = Arrow Root 37¢ = 18 bbls Swt pota 1800	25	87
	36 bbls Ir potatoes @ 200 = 100 cabbage 400 pumpk 50 pigs 600	87	..
	10 turkeys 600 = ducks 500 Goats 400 - - - - - -	15	..
	6 bbls Onions @ 200 27 lbs beef @ 6 ¢	13	62
	3 Kersey Shirts @ 9/ one Red Shirt 125	5	75
	1 pr trousers 200 blanket 100 pr trousers 1.75	4	75
	3 pr duck trous @ 75¢ barrel of Beans 500	7	25
	1 cord of Wood 10.00 Assistant Cooper 3.50	13	50
	6 lbs Rivets @ 1/6 pump Spear & ruffs 1.50	3	..
	6 men 6 days Coopering Oil @ 3/	18	..
	2 boat boys 1 week 1.00 Marketing 3/	1	50
	copper pots 3/ fruit 75¢ Stage 1.00 boys 1 week 100	3	25
	for labour 10.00 Wash bill 375 Blk Smith bill 200	15	75
	73 lbs beef @ 5¢ Marketing 3/ thread 1.25	5	40
	3 blankets @ 150 Harbour dues at Mowee 12 25	16	75
	Canall bill 300 Board bill of Punchard 13..	16	..
	Mr Caulkins bill U. S. Consul 800 of Capt Potter 2010	28	10
	bill of Wm Hooper Consul at Oahu 33.00	33	..
	bottle of castor oil 4/6 6 tin pans 1.12 = 2 do 88¢	2	75
	6 tin pots 125 6 soup plates 1.00 = 66 lbs butter @ 12½	10	50
	Fresh beef as pr bill of Jno Meek 16 35	16	35
	Board & Lodging as pr bill of Mr Thomson	23	..
		3157	95

with John C Lincoln Cr.

Amt brot Over	1695	63
	1695	63

Drs Ship Wm Penn in Acct

	Amount brot Over	3157	95
Oct 1844	6 pairs duck trous of Capt Miller - -	6	
	3 Kersey Shirts @ 2.25 2 pr Satinett trou 600	12	75
	Medicine Dr Rooks bill 850 E C Webster bill 6.60	15	10
	bottle Sp Turpentine 37½ 5 galls paint Oil 150	7	87
	Harbour dues as pr bill of Wm Paty	53	85
	Cash lent Mr Duncan 1100 Ballance pd 15400	165	..
	do lent Tom place 400 bal paid him 9850	102	50
	do lent Dr Whiteside 1200 bal paid 3855	50	55
	ballance of Hills Acct 17.04 of Jacks 11.79	28	83
	of Ton Manns 1677 = of Harrys 2373 of Moses 1886	59	36
	of Dick 200 of Isaac 8.50 of J Mark 100 Tom 600	17	50
	Cash lent Mr Butler 200 Mr Chadwick 500	7	00
	do to Ames 3.50 to Lawrence 775	11	25
	" to Child 750 " Tolman 525	12	75
	" to Williams 425 " Lears - - 3.00	7	25
	" to Comstock 150 Fairfax 3.00	4	50
	to Ballou 375 Robinson 325	7	..
	to Tinden 325 Barton 325	6	50
	to Munroe 575 Baker 2150	27	25
	to Dinsmore 1012 Louis 1500	25	12
	to Gilbary Mark - - - - 1800	18	..
		3803	88

with John C Lincoln Cr

		Amt brot Over - -		1695	63
Oct 1844	By	14½ lbs Verdigues - - -	@ 40¢	5	80
		530 lbs Old backstays	@ 6¢	31	80
		1¾ bbl of Cole - - -	@ 2.00	3	50
		676 bbls of Shooks - -	@ " 85¢	574	60
		54 do of hoop'd Casks	@ 1.12½	60	75
		1 Whale Boat - - - -		50	"
		1 Cuting fall 217 lbs - - -	@ " 13¢	28	21
		170 lbs Old junk - - - -		6	50
		2 paint brushes - - - -		1	25
		71 bbls of casks - -	@ 1.00	71	"
		12 Cwt of hoops - -	@ " 5¢	60	"
		24¾ lbs twine @ 58¢ 14.35 = 1.58 off		12	77
		10 bbls of fish - - - -	@ 4.00	40	"
		5 pieces of cloth	@ 5.00	25	"
				2666	81

Dr Ship Wm Penn in acct

	Amount brot Over	3803	88
1844 Dec	To 2 days labour 1.75 6¼ days caulking @ 3 00	20	50
"	4 chords wood @ 5 00 one chord 4 00 -	24	"
	Cash for labour 2 37 Pilots bill - 21 00	23	37
	300 lbs bread @ 6.00 pr hund - -	18	"
	Wash bill 1.50 copper nails 1 50 Iron tacks 3/	3	50
	Wheelock &co bill 11.40 do of Dr Sonstone 2 75	14	15
	Cash pd for medicine for Consuls man	1	"
	Cash pd Officers & crew for labour	39	50
	Cash lent & charged to the crew - -	5	37
	Cash lent & charged to Lewis Grant	2	50
	do Advanced to Hogers - — -	8	"
	do to Cummins 4 00 to Cook 4 00	8	"
	do paid the Consuls bill - -	19	50
	do paid a bounty to Sears chg omitted	2	"
	1 pr Shoes charged to Gilberry 1 50	1	50
	Bounty for whales on the passage	5	"
	10 Gallons of Linseed Oil @ 1.50	15	"
		4014	77
Feb 25 1845	To Sundry Articles at Pernambuco together with custom house fees &c amtg to	21	50
		4036	27
	exchange on 9.50 @ 15 pr ct at Pernambuco	1	42
		4037	69

with John C Lincoln Cr

	Amount brot Over		2666	81
Dec 1844	- By 869 lbs of Hoops inferior	@ 4½¢	39	10
	- 8 bbls of Casks	@ 137½	11	..
	5½ do do	@ 1.25	6	87
	a Quantity of Flags	.	1	50
	6 Cwt of Hoops @	6¢	36	..
	½ bbl of Pitch - - -		5	..
	22½ bbls of Casks - -	@ 1.25	28	12
	8 do do	@ 1.50	12	..
	3 beef bbls 300 1 boat Sail	6.00	9	..
	40 lbs Chalk @	5¢	2	..
			2817	40
	Amount of H C Hoyts bill received		83	86
			2901	26
			1136	43
			4037	69

with John C Lincoln Cr

60
5
300
45
345

69
5
[illegible]
255
[illegible]
360
345
[illegible]

1/4 OZ 114 ~~[illegible]~~

Mr Obed Goodspeed
Agent for Ship Wm Penn
14½
Falmouth
Massachusetts
U.S.A.

7

BOOK 2 2018.25.38

At Sea Nov 12th 1838 Latt 11°30" S. Long. 82°30" W.

Respected friend

an opportunity now offeres of making you acquainted with our situation an opportunity which I readily embace although I have nothing that is very encourageing to communicate. my last letter left me at Tecamas in search of a Spar for a Main-Mast. I shall now endeavour as minutely as possible to acquaint you with the particulars relative to our stay at that place. I had ben credably informed (by men on whose judgment I thought I could confidently rely) that there was a Spar here that would make a mast suitable for my Ship. my first business after my arrival at Tecamas was to examine this Spar which to my greate disappointment proved to be to short by 20 feet I immediately made diligent search in hopes of finding another that would answer our purpose but in this I was likewise disappointed the longest spar that I was able to finde would not mak over 50 feet. My onley alternative now was to fish the old Mast and whether this was practicable or not I could not ascertain before the Mast was strip,d. I now made immediate preparations for taking out the Mast on the 29th of May (every thing being in readiness) we weighed the Main Mast from the Step & landed it on deck. I now found (as I had already anticipated) that the worst rot was under the Eyes of the Rigging & consequently out of sight before the Mast was strip,d this however was not the onley defect. On the opposite side below the Top there was another bad rot which extended down about 30 feet. I was now satisfied that the Mast could be made secure. but in order to do it we had got to procure 4 sticks of Timber from thirty-five to 40 feet in lenght & of such a thickness as to form almost an entire new Head to the Mast. these sticks had got to be work,d from Trees Measureing 30 inches through with no other facileties than 4 or 5 small wood Axes. our onley resources being within ourselves. I now saw that it would require something more than ordinary exertions to accomplish what we had before us. the result will show whether this exertion was made or not. After giving instructions to my first Officer how to proceed I went myself on shore in search of Trees suitable for our purpose. I soon succeeded in finding 4 that I thought would answer but on cuting them down they proved to be ratton in the heart. this was a greate mortification to me as it consumed much time & tended to discourage some who were, already of very little service. this however only tended to quicken my pace & make more room for the exercise of my Patience & resolution. I soon succeeded in finding others that were sound & every way fiting for our use. After one weeks hard labor we got one of the fishes work,d out & got it on board, the Mast being all readey to receive it. this Wood is very hard & sinks

had to float it to the Ship by means of empty Cask Lashed to it at

were,

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were sound & every way fiting for our use. After one weeks hard labor we got one of the fishes
work,d out & got it on board, the Mast being all readey to receive it. this Wood is very hard & sinks
as quick as Iron. so that we had to float it to the Ship by means of empty Cask Lashed to it at
low water. Now for trouble of another kind. I had not before perceived the least disaffection
in aney of my crew nor aney thing that led me to think they had aney thoughts of deserting
the Ship. but for fear that such might be the case I had order,d a strict watch to be kept nig-
ht & day to prevent such a step if they had it in view. I had been here about 1 week when the
ship Frances of N. Bedford touch,d here for the purpose of geting a raft of Water intending
to go to sea again the next day. After getting his Water on board he order,d his men to the windlass. to take
the Anchor this they refused to do till such times as they thought fit. Capt Christian then came
on board my Ship & requested my advice. I told him that if he had procured the object of his com
ing in & was now readey for sea. that his Ship must be got under way without delay. it was now
Evening I advised him when he went on board to call all hands on deck & tell them that the Ship
was going to sea at day light the next morning & told him in case he wanted assistance to set his—
Ensign & I would come on board. At day light next morning his Ensign was set at half mast. I
immediately orderd a boat lowerd & went along side takeing with me my officers & a suf
ficient number of my men to take his anchor. when I went along side his crew were all
standing in the waist armed with Lances boarding knives & Hand spikes they haild me
to keep off. saying that no Boat should come along side. I then hail,d Capt Christian to know
if he wish,d me to come on board he told me he did I then orderd my crew to pull ahead being
fulley determined to get on board or perish in the attempt. when I hove up my Boats warp his crew
immediately threw it over board, but I was now nigh-enough to catch the man ropes & suc
ceeded in gaining the deck without injury. I now told them (by Capt Christians request) that the
Frances was going to sea without one hours delay. they replyed that they would not go to sea
in the Ship till such times as they had been on shore & had a days liberty that they were not
to be frighten,d & we should find it so. I now discover,d amongst them a large Negro who appear,d
to be head spokesman. this man we immediately fixed on as the ring leader in this mutinous—
behaviour I advised Capt Christian to have him brought aft & secured in the Rigging & he gave
orders to that effect. we now proceeded to take the man in doing which Capt Christians first
officer received a bad wound with a Pike they now sid they were readey to take the Anchor but wou
ld have no man put in the Rigging

we now brought another (of the most forward of them) aft & seiz'd him in the Rigging without the least resistance being made by one of the crew who said they were all willing to take the Anchor & go to sea Capt Christian then order'd them to the Windlass to take the Anchor the order was obey'd without the least reluctance & the Ship was got underway as quick & as cheerfully as though nothing had been amiss. Capt Christian now requested me to write a statement of the whole affair & sign it that he might have proof of all that had been said or done throughout the whole. I told him I would readily do it but could not keep my officers & crew on board as it was now sun rise & my work laying still. I accordingly sent Mr Baldwin immediately on board giving him instructions to send Mr Hatch my Second officer on shore with a stout gang to work on the Timber expecting to be there myself in the course of one hour or less. I had not quite finish'd writing when I was inform'd that there was a signal set for me on board my Ship. I at once thought there is some one badley cut & hasten'd on board as quick as possible. but judge what was my mortification to learn that 7 of my ablest men (that went on shore to work) had stolen the Boat & deserted without being seen. my thoughts flew quick there was no time to be lost in less than 5 minutes Mr Baldwin was under way in another Boat in persuit of the deserters & in 15 minutes I was myself on Shore where I started 7 Spaniards to intercept their landing any where along the coast. In 2 days Mr Baldwin return'd without seeing or hearing any thing from the deserters. I was by no means however inclin'd to give them up so. I knew ~~that~~ the most probable place for them to Land would be at Tumaco if they could find it. I went on Shore & procured a Pilot for that place one that was well acquainted with every place where it would be possible for a Boat to Land along the coast. I now fited a Boat with every thing nesessary for a weeks cruise being determin'd to leave no means untried to arrest them if they were yet living. The next morning at 4 oclock they started. & you may now judge something of my situation when I inform that I was now left with my Main-Mast on deck my Mate. Second Mate & all my Boat steerers were gone in persuit of 10 of my ablest men that have deserted the Ship making 15 in all absent. 3 of the remaining ones are disabl'd & off duty & I had only 5 or 6 small boys to carrey on a job of work that would of employ'd 50 able men. But this did not in the least discourage me. I had some good men left yet & the work did not stop for a single hour. Mr Hatch my third officer was of great service to me & I am happy to say that not only now but throughout the voyage he has been a very usefull man & has performed his duty to my entire satisfaction. On the 11th of June Mr Baldwin returnd having been absent 8 days. He had been as far as Tumaco

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the Ship in complete order & every thing on board ready for sea. I succeeded in geting men to
make up my complement. & have got as good a crew as I had before. I had to pay about 75 $
advance for them which took about all my cash. I have now given you an exact statement of every
thing which took place during our stay at Tecamas & a particular account of all my proceedings you
may & I have no doubt you will think that all this circumlocution was quite unnecessary that
all I have here said could of been comprehended in few words to this I would readily agree if
you & I were the only persons living. but we are not nor nearly so. we live surrounded by thou-
sands of People & all of different opinions. some are always ready to believe that if a man
makes a misstep & breakes his leg that he has actually broke his neck. others will confidently as-
sert. that a ship has lost all three masts & bow-sprit whereas she has only had one of them to
fish. & if half a doz.n miserable wretches desert a ship, some will make bold to say that the
ship is entirely abandond & left to the mercy of the wind & waves. but this thank God is not
the case with the W.m Penn. she now floats nobly on the Ocean with all her officers & a well
disciplind crew all manifesting the greatest anxiety to obtain a voyage. it is true we have been
singularly unfortunate, but for this I have no caus to assign. I ship.d to perform the voy-
age if my life was sparid without makeing any conditions respecting luck. & this you may
depend I shall do with all the abilety & energy which I am possesed of & that till the last
moment. If after useing every exertion in my power I am forced to return without a voyage
I shall have the satisfaction of knowing that I have done my duty & shall return the same
man that I was when I left but enough on that subject. I left Tecamas on the 5.th day
of July with the intention of cruising on this coast between the Lattitude of 5° & 14° South
till December & then haul to the S & cruise on the Coast of Chili I have now been out 4 mo-
nths in which time I have pass.d over every mild of ground betwixt the Line & the Latt.d
of 13° South without seeing whales but barely 3 times & have taken only 60 bbls of Oil this
is not sufficient encouragement to warant my longer stay on this coast. I spoke a ship yes-
terday that had not taken a whale for 5 months & I have seen some that have been 6 & 7 mo-
ths without geting a drop of Oil. I am now bound in to Tumbez to recruit my ship from
there I shall go W. as far as the Long.d of 130° where there has been a greate number of whales
seen of late I shall then haul to the N. recruit at the Sandwich Isles & try the Coast
of Jappan or the N.W. coast I am in hopes by that time I shall have something more
favorable to write I expect I shall have to draw on you for a small sum to recruit the
[illegible] nothing of consequence to dispose of for that purpose I have sold some

of without geting a [illegible]

there I shall go W. as far as the Long" of 130° where there has been a greate number of whales seen of late I shall then haul to the S. recruit at the Sandwich Isles & try the Coast of Jappan or the N.W. coast I am in hopes by that time I shall be something more favorable to write I expect I shall have to draw on you for a small sum to recruit the Ship as I have nothing of consequence to dispose of for that purpose I have sold some flour for which I got $18. per bbl & some at $14. my business at Payta resulted in a total loss (to me) of about 1200 $ all owing to the fraudulence of Mr Charles Higginson who I employed as my agent a more abandond wretch never escaped the gallows. I have got a coppey of the Protest which was made out at the time but to my utter astonishment it was never entred the onley satisfaction that I got from him was that he was very sorrey to give so bad an account of my business. my intention was to of given you an account of the whole affair but I have already prolongd this letter to a tedious length & shall therefore defer it till another time. I am surprised however that owners of Ships will lend their influance to support a man that would be yes that has alreadey been guilty of the most outrageous acts of villany. if my life is spared I am determined to publish him to the world. a letter from you would be very acceptable as I have not heard aney thing direct from you since I left. I heard of the Hokomok last April with 400 bbls of Sperm & 500 of Whale Oil. the Awashanky had 900 Sperm & 400 Whale. in May last. The Gosnold had 200 S. & 400 W. in April last. I have not heard from the Jappan fleet the last season. my voyage will probably be 4 years or over unless I should be fortunate I am by no means discouraged the Ship is in excelant order there has not a sheet of Copper started as yet I have a plenty of sails & rigging & a plenty of good provision I shall write you again from the Islands if not before do not be discouraged the Pacific Ocean is wide & there is a plenty of whales in it & I am in hopes to have my share of them. Tumbez Nov 26th 1838. I arrived here a few days since & have engaged my recruit. I am in hops to get clear without drawing on you for money at this port. I shall get to sea as soon as possible & go to the W. as above mentiond. I shall now close by subscribing myself yours respectfully

Russell S. Bodfish.

1 1/4 OZ

MR OBED GOODSPEED
AGENT FOR SHIP WM. PENN
FALMOUTH
MASSACHUSETTS
U. S. A.

COPY

Book 3 201825-38

At Sea Nov. 12th 1838 Latt 11° 30" S. Long 82° 30" W.

Respected friend

An opportunity now offers of making you acquainted with our situation an opportunity which I readily embrace although I have nothing that is very encouraging to communicate. My last letter left me at Tecamas in search of a spar for a main-mast. I shall now endeavour as minutely as possible to acquaint you with the particulars relative to our stay at that place. I had been credably informed (by men on whose judgment I thought I could confidently rely) that there was a spar here that would make a mast suitable for my ship. my first business after my arrival at Tecamas was to examine this spar which to my great disappointment proved to be to short by 20 feet. I immediately made diligent search in hopes of finding another that would answer our purpose but in this I was likewise disappointed. the longest spar that I was able to find would not work over 50 feet. My only alternative now was to fish the old mast and whether this was practicable or not I could not ascertain before the mast was strip,d. I now made immediate preparations for taking out the mast on the 29th of May (every thing being in readiness) we weighed the main mast from the step and landed it on deck. I now found (as I had already anticipated) that the worst rot was under the eyes of the digging and consequently out of sight before the mast was strip'd. This however was not the only defect. On the opposite side below the top there was another bad rot which extended down about 30 feet. I was now satisfied that the mast could be made secure but in order to do it we had got to procure 4 sticks of timber from thirty-five to 40 feet in lenght & of such a thickness as to form almost an entire new head to the mast. these sticks had got to be work'd from trees measuring 30 inches through with no other facilities than 4 or 5 small wood axes. our only resources being within ourselves I now saw that it would require something more than ordinary exertions to accomplish what we had before us. the result will show whether this exertion was made or not. After giving instructions to my first officer how to proceed I went myself on shore in search of trees suitable for our purpose. I soon succeeded in finding 4 that I thought would answer but on cuting them down they proved to be rotten in the heart. This was a great mortification to me as it consumed much time & tended to discourage some who were already of very little service. this however only tended to quicken my pace & make more room for the exercise of my patience & resolution. I soon succeeded in finding others that were sound & every way fiting for our use. After one weeks hard labor we got one of the qirkes work'd out & got it on board, the mast being all ready to receive it. this wood is very hard and sinks as quick as iron so that we had to float it to the ship by means of empty cask lashed to it at low water. Now for trouble of another kind. I had not before perceived the least disaffection in any of my crew nor anything that led me to think they had any thoughts of deserting the ship. but for fear that such might be the case I had order'd a strict watch to be kept night & day to prevent such a step if they had it in view. I had been here about 1 week when the ship Francis of N. Bedford touch'd here for the purpose of geting a raft of water intending to go to sea again the next day.

After getting his water on board he order'd his men to the windlass to take the anchor this they refuesed to do till such times as they thought fit. Capt. Christian then came on board my ship & requested my advice. I told him that if he had procured the object of his coming in & was now ready for sea that his ship must be got under way without delay. it was now evening I advised him when he went on board to call all hands on deck & tell them that the ship was going to sea at day light the next morning & told him in case he wanted assistance to set his ensign & would come on board. At day light next morning his ensign was set at half mast. I immediately order'd a boat loard & went along side taking with me my officers & a sufficient number of my men to take his anchor. When I went along side his crew were all standing in the waist armed with lances boarding knoves & hand spikes they hail'd me to keep off saying that no boat should come along side. I then hail'd Capt. Christian to know if he wish'd me to come on board he told me he did. I then order'd my crew to pull ahead being fully determined to get on board or perish in the attempt. When I hove up my boat warp his crew immediately threw it overboard, but I was now nigh enough to catch the man ropes & succeeded in gaining the deck without injury. I now told them (by Capt. Christians request) that the Francis was going to sea without one hours delay. They replyed that they would not go to sea in the ship till such times as they had been on shore & had a days liberty that they were not to be frighten's & we should find it so. I now discover'd amongst them a large Negro who appear'd to be head spokesman. this man we immediately fixed on as the ring leader in this mutinous behaviour I advised Capt. Christian to have him brought aft & secured in the rigging & he gave orders to that effect. we now proceeded to take the man in doing which Capt. Christians first officer received a bad wound with a pike they now said they were ready to take the anchor but would have no man put in the rigging. we now brought another (of the most forward of them) aft & seiz'd him in the rigging without the least resistance being made by one of the crew (who said they were all willing to take the anchor & go to sea. Capt Christian then order'd them to the windlass to take toe anchor this order was obey'd without the least reluctance & the ship was got under way as quick & as cheerfully as though nothing had been amiss. Capt. Christian now requested me to write a statement of the whold affair & sign it that he might have proof of all that had been said or done throughout the whole. I told him I would readily do it but could not keep my officers & crew on board as it was now sun rise & my work laying still. I accordingly sent Mr. Baldwin immediately on board giving him instructions to send Mr. Hatch my second officer on shore with a stout gang to work on the Timber expecting to be there myself in the course of an hour or less. I had not quite finish'd writing when I was inform'd that there was a signal set for me on board my ship. I at once thought there is someone badley cut & hasten'd on board as quick as possible but judge what was my mortification to learn that 7 of my ableest men (that went on shore to work) had stolen the boat & deserted without being seen. my thoughts flew quick there was no time to be lost in less than 5 minutes Mr. Baldwin was under way in another boat in persuit of the deserters & in 15 minutes I was myself on shore where I started 7 Spaniards to intercept their landing any where along the coast.

In 2 days Mr. Baldwin return'd without seeing or hearing any thing from the deserters. I was by no means however inclin'd to give them up so. I knew that the most probable place for them to Land would be at Tumaco if they could find it. I went on shore & procured a Pilot fot that place one that was well acquainted with every place where it would be possible for a Boat to Land along the coast. I now fited a Boat with every thing necessary for a weeks cruise being determined to leave no means untried to arrest them if they were yet living. The next morning at 4 oclock they started. & you may now judge something of my situation when I inform that I was now left with my main-mast on deck my mate, second mate & all my boat steerers were gone in pursuit of 10 of my ablest men that have deserted the ship making 15 in all absent. 3 of the remaining ones were disable'd & off duty & I had only 5 or 6 small boys to carry on a job of work that would of employ'd 50 able men. But this did not in the least discourage me. I had some good men left yet & the work did not stop for a single hour. Mr. Hatch my third officer was of great service to me & I am happy to say that not only now but throughout the voyage he has been a very usefull man & has performed his duty to my entire satisfaction. On the 11th of June Mr. Baldwin returned having been absent 8 days. He had been as far as Tumaco touching at every place along the coast where it was practicable for a Boat to land without seeing anything of the objects of his persuit or gaining any important information concerning them. they had landed once near a small vilage Bleaquis to windward to Tumaco to inquire the way but being entirely ignorant of the language they could gain no information & after plundering some boys of a few bunches of plantain they put to sea again apparently in great confusion. I have had no accounts of them since. There never was a set of men less calculated for such an undertaking. they were entirely ignorant about the coast & knew nothing either of the language or maners of the people, they have no provisions & their only clothing was on their backs. it is therefore my oppinion that they must of perish'd unless pick'd up by some vessel in the bay of Panama. I shall here insert their names that you may be on the lookout for them should they ever reach the States. their places of residence you are no doubt acquainted with. George Willson, who I believe to be the ring leader. George Dixon. John Hughes. Washington Harris. George Elick. David L. Park & George Tamore. I should be very glad to hear that these men were well accomodated in one of our States Prisons. but to return. I now concluded that all further search for them would only be an unnescessary loss of time which to me was now of great value. I now made the best arrangement possible with the remainder of my crew in order to carrey on all parts of our work. the carpenter & blacksmith were hard at work on board with a sufficient number to assist them. the rest of the crew were on shore working out the Fishes. Everything now went on briskly & prosperously & on the 23rd day of June I had the satisfaction of seeing the main-mast completed & in the step & I now consider it to be the strongest spar in the ship. Our attention was now turned to Rigging the Ship - wooding watering geting our recruits etc. Mr. Baldwin was now seized with a violent attack of that distressing complaint the Dysentery & I was under distressing aprehension for his most valuable life.

he has even been a prompt & faithfull officer & to of been deprived of him now would of been to me almost an overshelming stroke. but by the blessing of God on my most assiduous exertions I had the satisfaction in on week to see him so far recoverd as to be able to attend to his duty & by the last of the month we had the ship in complete order & every thing on board ready for sea. I succeeded in getting men to make up my complement & have got as good a crew as I had before. I had to pay about 75$ advance for them which took about all my cash. I have now given you an exact statement of every thing which took place during our stay at Tecama & a particular account of all my proceedings you may & I have no doubt you will think that all this circumlocution was quite unnecessary that all I have here said could of been comprehended in few words. to this I would readily agree if you and I were the only persons living but we are nor nor nearly so. we live surrounded by thousands of people & all of different oppinions some are always ready to believe that if a man makes a misstep & breaks his leg that he has actually broke his neck. others will confidently assert that ship has lost all three masts & bow-sprit whereas he has only had one of them to & if half a dozn miserable wretches desert a ship some will make bold to say that the ship is entirely abandond & left to the mercy of the wind & waves. but this thank God is not the case with the Wm. Penn. she now floats nobly on the ocean with all her officers & a well diciplind crew all manifesting the the greatest anxiety to obtain a voyage. it is true we have been singularly unfortunate but for this I have no caus to assign. I ship'd to perform the voyage if my life was spared without making any conditions respecting luck & this you may defend I shall do with all the ability & energy which I am possesed of & that till the last moment if after using every exertion in my power I am forced to return without a voyage I shall have the satisfaction of knowing that I have done my duty & shall return the same man that I was when I left but enoughf on that subject. I left Tecamas on the 5th day of July with the intention of cruising on this coast between the Lattitude of 5° & 14° South till December & then haul to the S. & cruise on the coast of Chili. I have now been out 4 months in which time I have pas'd over every mild of ground betwixt the Line & the Latt." of 13° South without seeing whales but barely 3 times & have taken only 60 bbls. of oil this is not sufficient encouragement to warant my longer stay on this coast. I spoke with a ship yesterday that had not taken a whale for 5 months & have seen some that have been 6 & 7 months without geting a drop of oil. I am now bound into Tumberg to recruit my ship from there I shall go W. as far as the Long." of 130° where there has been a great number of whales seen of late. I shall then haul to the N recruit at the Sandwich Islands & try the coast of Jappan or the N W coast I am in hopes by that time I shall have something more favorable to write I expect I shall have to draw on you for a small sum to recruit the ship as I have nothing of consequence to dispose of for that purpose. I have sold some Flour for which I got $18 per bbl & some at $14. my business at Payta resulted in a total loss (to me) of about 1200$ all owing to the fraudulence of Mr. Charles Higginson who I employ'd as my agent a more abandon'd wretch never escaped the gallows. I have got a copy of the protest which was made out at the time but to my utter astonishment it was never enterd. the only satisfaction that I got from him was that he was very sorrey to give so bad an account of my business. my intention was to of given you an account of the whole affair but I have already

prolong'd this letter to a tedious lenght & shall therefore defer it till another time. I am surprised however that owners of ships will lend their influence to support a man that would be (yes that has alreadey been) guilty of the most outragous acts of villany. if my life is spared I am determined to publish him to the world. a letter from you would be very acceptable as I have not heard any thing direct from you since I left. I heard of the Hobomok last April with 400 bbls of sperm & 500 of whale oil. the Awashlanks had 900 sperm & 400 whale in May last. The Gosnold had 200 s. & 400 w. in April last. I have not heard from the Jappan fleet the last season. my voyage will probably be 4 years or over unless I should be fortunate. I am by no means discouraged. the ship is in excelant order. there has not a sheet of copper started as yet I have a plenty of sails & rigging & a plenty of good provision. I shall write you again from the Islands if not before do not be discouraged the Pacific Ocean is wide & there is a plenty of whales in it & I am in hopes to have my share of them.
Tumberg Mar 23# 1838. I arrived here a few days since & have engaged my recruits. I am in hops to get clear without drawing on you for money at this port. I shall get to sea as soon as possible & go to the W. as above mentioned. I shall now close by subscribing myself yours respectfully

Russell S. Bodfish

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